

April 30, 2024



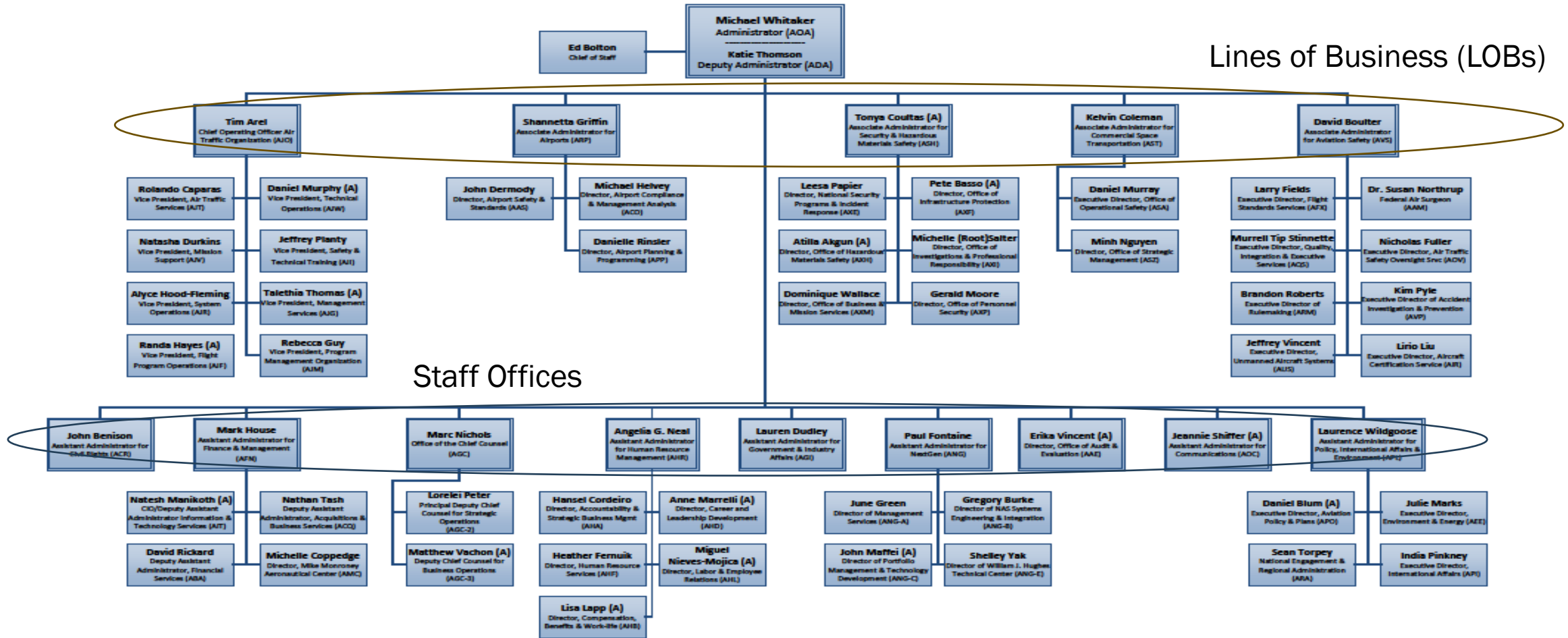
WATS Presentation

Aviation Safety, Flight Standards Service



**Federal Aviation
Administration**

How is the FAA organized?



As reported through 04/01/2024



Federal Aviation
Administration



AVS Management Team



AVS-1
David Boulter
Associate
Administrator



AVS-2
Jodi Baker
Deputy Associate
Administrator

FS

Flight Standards Service



AFX-1
Larry Fields
Executive Director



AFX-2A
Hugh Thomas (A)
Deputy Executive Director



AFX-2B
Robert Ruiz
Deputy Executive Director

AAM

Office of Aerospace Medicine



AAM-1
Susan Northrup, MD
Federal Air Surgeon



AAM-2
Brett Wyrick, DO
Deputy Federal Air Surgeon

AIR

Aircraft Certification Service



AIR-1
Lirio Liu
Executive Director



AIR-2
Wes Mooty
Deputy Executive Director

ARM

Office of Rulemaking



ARM-1
Brandon Roberts
Executive Director



ARM-2
Yvette Rose
Deputy Executive Director

AUS

Office of Unmanned Aircraft Systems Integration



AUS-1
Jeffrey Vincent
Executive Director



AUS-2
Angela McCullough
Deputy Executive Director

AOV

Air Traffic Safety Oversight Service



AOV-1
Nick Fuller
Executive Director



AOV-2
Jonathan Gray
Deputy Executive Director

AVP

Office of Accident Investigation and Prevention



AVP-1
Kim Pyle
Executive Director



AVP-2
David Hempe
Deputy Executive Director

ODA

Organization Designation Authorization Office



AVS-60
Kevin Dickert
Director



AVS-60
Corey Spiegel (A)
Deputy Director

AQS

Office of Quality, Integration & Executive Services



AQS-1
Tip Stinnette
Executive Director



AQS-2
Heather Danner
Deputy Executive Director

As of: 04/19/24. Please delete outdated copies

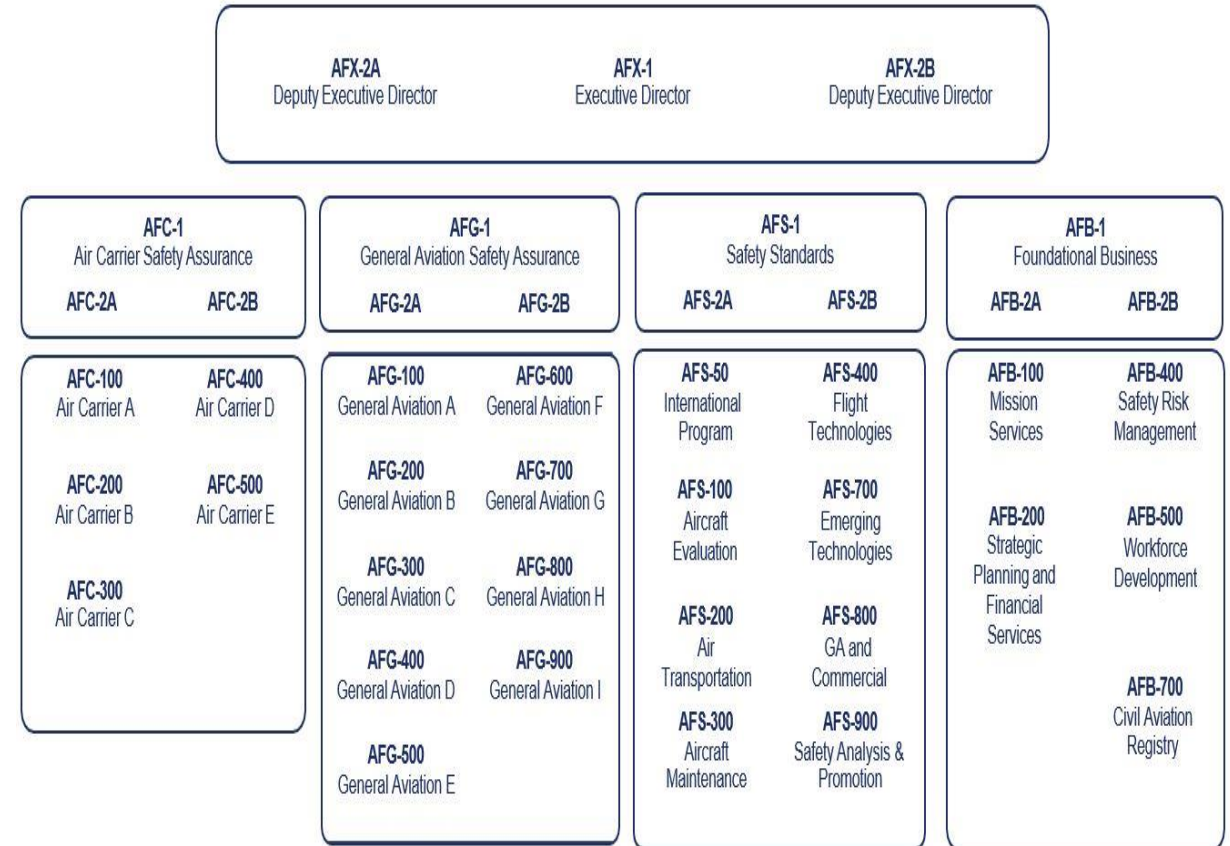


Federal Aviation
Administration

Flight Standards Service

The Service consists of four functional offices:

- [Office of Air Carrier Safety Assurance](#)
- [Office of General Aviation Safety Assurance](#)
- [Office of Safety Standards](#)
- [Office of Foundational Business](#)

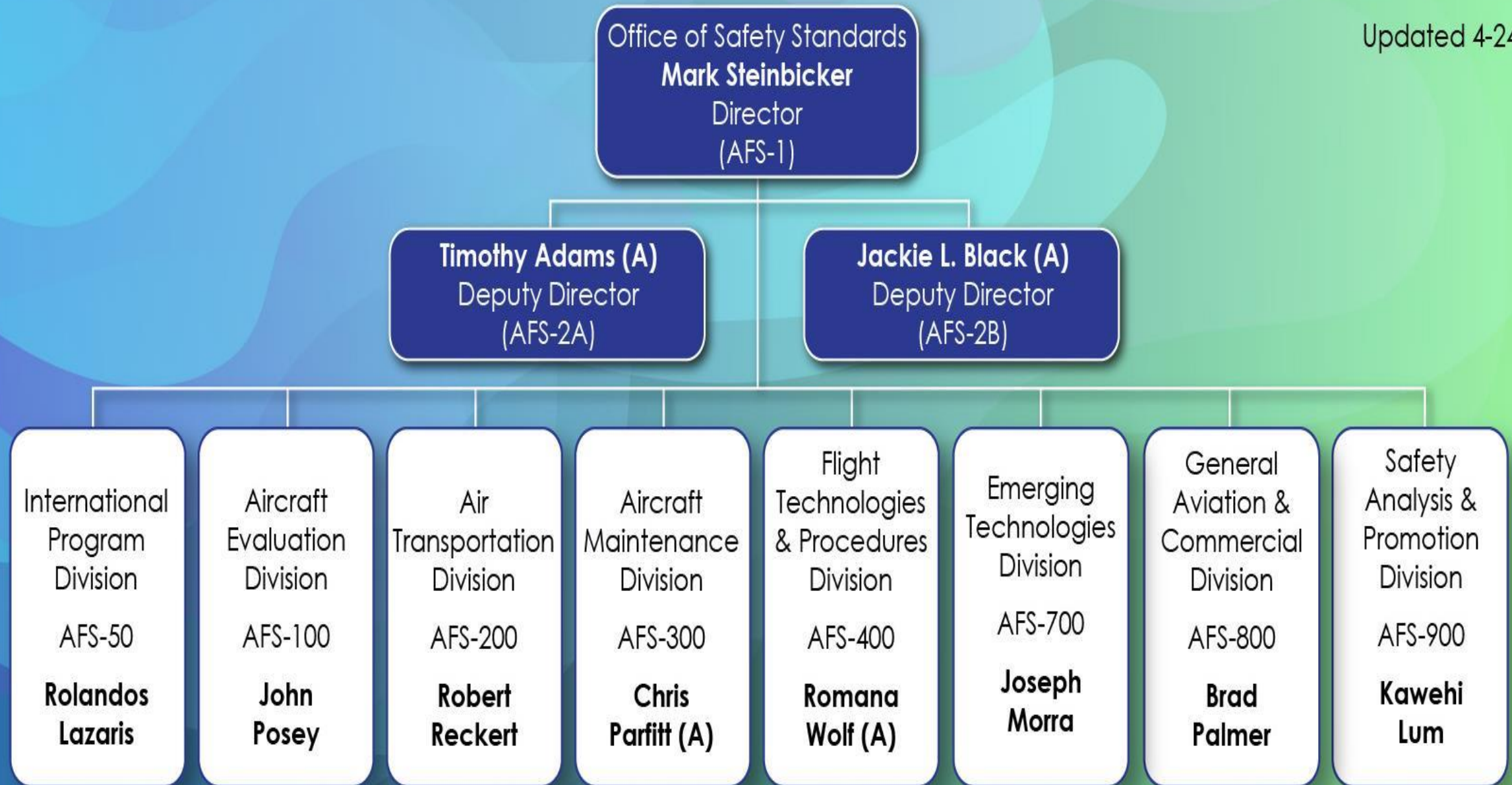


Office of Safety Standards

Executive Leadership:

- **Mark Steinbicker**
Director, Office of Safety Standards
- **Timothy R. Adams (A)**
Acting Deputy Director, Office of Safety Standards
- **Jackie Black (A)**
Acting Deputy Director, Office of Safety Standards
- [Office of Safety Standards \(AFS\) Services and Contacts](#)





Links to Infographics

- [AFB Services and Contacts](#)
- [OSS Services and Contacts](#)
- [GASA Services and Contacts](#)
- [ACSA Services and Contacts](#)

AFS-200: Air Transportation Division

Robert Reckert: *Division Manager*

Mobile: 860-207-0492

- Manage and oversee Part 121 and 135 air carriers and commercial operators, Part 142 Training Centers, and the associated training systems and voluntary safety programs
- Part 64 and 65 certification of flight engineers, flight navigators, and aircraft dispatchers
- Initial and Continuing Simulator Qualification

Admin Support: [Kim Y. Henderson](#)

Division Website: [click here](#)

Sr. Tech Advisor: [John Kovar](#)

General inquiries: [click here](#)

Admin Officer: [Melissa Mason](#)

Phone: (202) 267-8166

AFS-220: Operations Group

Dan Kelman: *Manager*

Mobile: 207-310-7724

- Part 121, 125, and 135 Safety Assurance Support
 - Air Ambulance
 - Cabin Safety
 - Cargo
 - Dispatch
 - Extended Ops (ETOPS)
 - Fatigue Management (Part 117 - Flight & Duty, FRMS/ FRMP)
 - Fixed Wing & Rotorcraft Operations
 - Icing – Approved De-icing Programs & Ops in Ground Icing Conditions
 - Management Deviations
 - Proving & Validation
 - Weather
 - Weight & Balance
 - Pilot Records Database (PRD) Policy
- Crisis Response Working Group (CRWG)
- DoD Audits/Air Mobility Command Liaison
- MEL/CDL/NEF
- Mergers & Acquisitions
- Occupational Safety and Health (OSHA) Liaison
- Powered Lift
 - Electric Vertical Take-Off and Landing (eVTOL)
 - Urban/Advanced Air Mobility (UAM)
- Take-off and Landing Performance Assessment (TALPA)

Section Managers:

[Shane Pengelly:](#)

121 Flight Ops

Mobile: 252-367-1077

[Tom Luipersbeck:](#)

135 Flight Ops

Mobile: 615-202-9683

[Pepe Gueits:](#)

Air Carrier Special Ops Prog.

Mobile: 404-548-5196

AFS-260: Implementation and Integration Group

Paul Ramirez: *Manager (A)*

Office: 801-201-3093

- Voluntary Safety Programs
- Policy Consistency Review
- Ops Specs/Mspecs/Tspec/LOA (WebOPSS)
- Chair Operations Specifications Work Group (OSWG)
- Operations Approval Portal System (OAPS)
- Air Taxi On-Demand Economic Authority (DOT Part 298) (eAIM)
- Part 121, 129, 135 Insurance Certification (DOT Part 205) (eAIM)
- Joint Implementation Measurement Data Analysis Team (JIMDAT)/ Commercial Aviation Safety Team (CAST)

Section Managers:

[Polli DeWalt:](#)

Technical Programs

Mobile: 817-201-8406

[Barbara Pisaro \(A\):](#) *Voluntary*

Programs & Rulemaking

Mobile: 202-527-5435

[J.D. Martin:](#) *Program Support*

& Safety Recommendations

Mobile: 262-455-1128

AFS-280: Training and Simulation Group

Lee Abbott: *Manager*

Mobile: 202-302-4615

- Part 121 & 135 Training Program Policy
- Part 121, 135, 142 SA Support
- AED Support (FSB/MMEL)
- MEL/CDL/NEF
- FAA FSTD evaluation courses
- BASA-SIP Implementations
- Pilot & Human Factors Research
- Air Carrier Designee Program Policy
- Advanced Qualification Program (AQP)
- 14 CFR Part 60 Rulemaking & Supporting Policy & Guidance Material
- Initial and Continuing Qualification Evaluations of Aircraft Simulators
- FSTD Sponsor Quality Management System Approval & Oversight

Section Managers:

[Chris Hammon:](#)

Training & FSTD Policy

Mobile: 314-737-0963

[Elie Nasr:](#)

Policy Support & Implementation

Mobile: 202-236-6060

[Kevin Donohue \(A\):](#)

Advanced Qualification Program

Mobile: 316-706-5683

[Monica Buenrostro \(A\):](#)

FSTD Continuing Qualification

Mobile: 210-860-1513

[Jim Knezevich:](#)

FSTD Initial Qualification

Mobile: 404-661-7240

[Andy Seliga:](#) *Strategic Planning*

Mobile: 404-218-7910



**Federal Aviation
Administration**

What do the different parts of FS Do?

ACSA/GASA vs. OSS

1. [Safety Policy](#) is the organization's documented commitment to safety, which defines its safety objectives and the accountabilities and responsibilities of its employees in regards to safety.
2. [Safety Risk Management \(SRM\)](#) is a process within the SMS composed of describing the system, identifying the hazards, and analyzing, assessing, and controlling risk.
3. [Safety Assurance](#) includes processes within the SMS that function systematically to ensure the performance and effectiveness of safety risk controls and that the organization meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
4. [Safety Promotion](#) is a combination of training and communication of safety information to support the implementation and operation of an SMS in an organization.



So...Who's Who From FAA at WATS?

- Robert Reckert, Division Manager, Air Transportation Division
- Kevin Donohue, Acting AQP Section Manager, Air Transportation Division
- Tanya Phipps, AQP Subject Matter Expert, Air Transportation Division
- John “Jay” Hiles, Airmen and Special Projects Group Manager, Aircraft Maintenance Division
- Joe Hanley, Supervisory Principal Operations Inspector, United Airlines Certificate Management Office
- Steve Peeples, Supervisory Principal Operations Inspector, Southwest Airlines Certificate Management Office
- Sue Lisi, Cabin Safety Inspector, South Florida Certificate Management Office



Flight Standards Priorities FY 2024



Office of Safety Standards Rulemaking Priorities



Safety Management Systems: Final Rule available for Public Inspection



Powered Lift Special Federal Aviation Regulation: Final Rule In-Process (Post Public Comment)



Future NPRM: Check Pilot Medical/FSTD Use in Training Programs



ACS IBR Final Rule Published to Federal Register: April 1, 2024



Future NPRM: CFI Expiration Dates



Air Transportation Division

- Modernization of Part 60
- New Simulation Technology
 - Virtual Reality, Mixed Reality
 - Mini-motion and no-motion devices
- Research at FAA Tech Center, Atlantic City, NJ
- Reinforcement of Level C and D devices
 - Task oriented outcomes.



Air Transportation Division

- Part 135/ Part 142 Harmonization
- Part 142 Policy and Guidance
- Standardized Curriculum
 - Reducing the administrative burden



**Air Transportation Division
Training & Simulation Group**

**Advanced Qualification
Program- AQP**

**Kevin Donohue
Tanya Phipps**



What is AQP?

- AQP is a systematic methodology for developing the content of training programs
- AQP incorporates data-driven quality control
- AQP provides an alternate method of qualifying and certifying
- The AQP encourages innovation
- A leading objective of AQP is to provide effective training

AQP Landscape

- 29 Pilot Programs (+ 2 in development and 3 solid prospects)
 - *Over 90% of US pilots are trained / evaluated under AQP*
 - *Both 121 and 135*



AQP Section Projects

Re-designed Ops Spec
paragraph A034

AC-120-54 and 8900.1
rewrite underway

- Policy clarification
- Inclusion of additional jobs.
- Additional data reporting requirements (IE) /opportunities
- Additional Categories
- Alignment with CBTA



AQP Section Projects

- **Standardization of ASI's**
 - Weekly Section Meetings to improve policy standardization meetings
 - Bi-weekly meetings with Air Carrier Safety Assurance AQP Program Managers
 - FAA Academy training Advanced Qualification Program (AQP) for Aviation Safety Inspectors



Annual Reviews

Improvement with program maturity

Did we meet operational needs?

Did we train what was intended to be trained?

Results

FOQA

- Requires alignment
- Pinpoint suspected vulnerabilities
- Task-based
- Reliable/limited context

Results

LOSA

- Requires alignment and observer standardization
- Identify Operational Conditions and Use of SOPs, Checklists, Briefings, & External Resources

Results

ASAP

- Requires alignment
- Has limited IRR
- Identify Operational Conditions & Use of Resources

Transfer

AQP

- Directly linked to Qualification Standard
- Task and Competency-based measurements
- Required I/E standardization

Learning

LMS

- Requires alignment
- Validates knowledge objectives

Reaction

Surveys

- Requires alignment
- Crewmember and I/E input

AQP is the training arm
of the Safety
Management System

Inflight AQP Background

First Inflight AQP program was Delta

- Submitted their application in 2006
- Launched their program in 2006

Second/Third Inflight AQP programs were Continental/Continental Micronesia (Now United due to Mergers)

- Submitted their application in July of 2007
- Launched their program in January of 2009

Third Inflight AQP program was American

- Submitted their application in 2008
- Launched their program in 2009



Current AQP Inflight Landscape

Currently 7
active Cabin
Safety
Programs

- Delta
- United
- American
- JetBlue
- Envoy
- SkyWest
- Endeavor



4 more are in
various stages
of development

- Republic
- Southwest
- Spirit
- Piedmont



What's Coming

Over 85% of US Flight Attendants
are trained / evaluated under AQP

Currently 95,000 Flight Attendants
are being trained under an AQP

25,000 more will be entering an
AQP within the next two years

Totaling approximately 120,000
Flight Attendants



AQP has become the Unofficial Gold Standard of Inflight Training

- The AQP is a voluntary program that entails a strong commitment from the air carrier to exceed minimum training standards in the greater interest of safety. (Federal Register Docket No. FAA-2005-20750)



**Aircraft Maintenance
Division
Airmen and Special
Projects Group**

John “Jay” Hiles



Aircraft Maintenance Division Airmen and Special Projects Group

The AMD ensures the airworthiness of civil aircraft by...

- Developing regulations, national directives, policy and procedures, and advisory material
- Providing technical assistance and support on the materials developed

This material governs the certification, inspection, and surveillance of maintenance and training aspects for:

- General aviation (GA)
- Air Carriers and Commercial Operators
- Aviation Maintenance Repair Facilities
- Aviation Maintenance Technician Schools (AMTS)
- Airmen (mechanics, repairmen, parachute riggers)



Aircraft Maintenance Division Airmen and Special Projects Group

- The Division is comprised of 3 groups.
 - The Airmen & Special Projects Group includes the Airmen Section.
- The Airmen Section provides technical support for:
 - The certification and surveillance of mechanics, inspection authorization (IA) holders, repairmen, parachute riggers, and aircraft maintenance technician schools (AMTS);
 - The designation and surveillance of FAA designees including, designated mechanic examiners (DME), designated parachute rigger examiner (DPRE), and designated airworthiness representatives (DAR-T);
 - Assisting International Civil Aviation Organization (ICAO) and other Foreign Civil Aviation Authorities on aircraft airworthiness policies and personnel licensing (airmen certificates).



**Aircraft
Maintenance
Division
Airmen and
Special Projects
Group**

For more information associated with maintenance training and regulatory requirements, – I will be presenting in Session 3 this afternoon at the following:

1415-1545 Session 3 – Challenges for the Future

Room: i1

1) A Regulatory Update - NEW PART 147 REGULATIONS



Air Carrier Safety Assurance

Joe Hanley, United Airlines Certificate Management Office

Steven Peeples, Southwest Airlines Certificate Management Office



What We Are Going To Share With You

- What FAA Air Carrier Safety Assurance (ACSA) Does?
- What Supervisory Principal Operations Inspectors (SPOI's) Do?
- Why SPOI's are at WATS?



Air Carrier Safety Assurance (ACSA)

Provides all certification and oversight activities for aviation entities conducting operations under, or integrally related to, 14 CFR Part 121

Ensures consistency and standardization in application of oversight activities, applies Risk-Based Decision Making (RBDM) for enhanced and focused utilization of certification and surveillance resources, and works across the Service to ensure stakeholder and public needs are proactively and expeditiously met

Investigates accidents, incidents, and possible violations of 14 CFR and ensures compliance of operators' flight procedures, operating methods, airmen qualifications and proficiency, and aircraft maintenance conducted under, or integrally related to, 14 CFR Part 121



Supervisory Principal Operations Inspector (SPOI)

Scope (Pilots, FA's,
Dispatch, Ground, etc.)

Regulatory

Safety

Training & Operations



How Do We Fill Regulator Role

- Providing Regulator Oversight
 - Oversight of the SMS
 - Review how certifications are designed to ensure compliance
 - Monitor performance to see that issues feed back into policy changes and training
- Enhancing a Positive Safety Culture
 - Promote trust and mutual cooperation for safety
 - Encourage a Just Culture
 - Support a Reporting Culture
 - Share information to get to a proactive vs reactive safety posture



Challenges We See

Expectation/Assumption Bias of
FAA Role

Compliance Challenges

Multi-Generational Presence in
Flight Deck

- Communication and learning differences
- Technology comfort

Safety Culture and Experience

- Training differences from ab-initio through 121



SPOI Takeaways

Why Are We Here Today?

See What is New and Emerging

Collaborate on Integration and
Implementation

Capture Areas of Interest for the ACSA

Report Back to all of ACSA



